



Steven M. Fulop  
Mayor

CITY OF JERSEY CITY  
DEPARTMENT OF INFRASTRUCTURE  
Division of Transportation Planning  
Municipal Services Complex  
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Barkha R Patel  
Director

## MEMORANDUM

**DATE:** December 16, 2022

**TO:** Planning Board

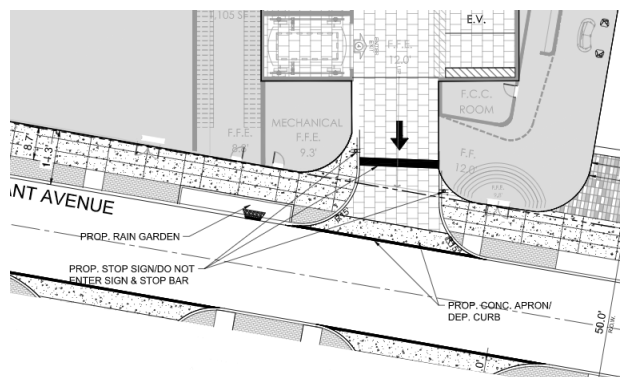
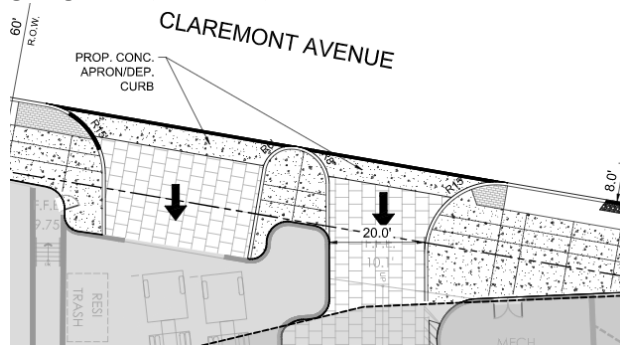
**FROM:** Michael Manzella, Lyndsey Scofield, Division of Transportation Planning; Jennifer Wong, Victor Owusu, Division of Traffic Engineering

**SUBJECT:** 80 Water Street

The Division of Transportation Planning and Division of Traffic Engineering reviewed the site plans and Traffic Impact Study submitted by Bowman Consulting Group.

### 1) Garage Access

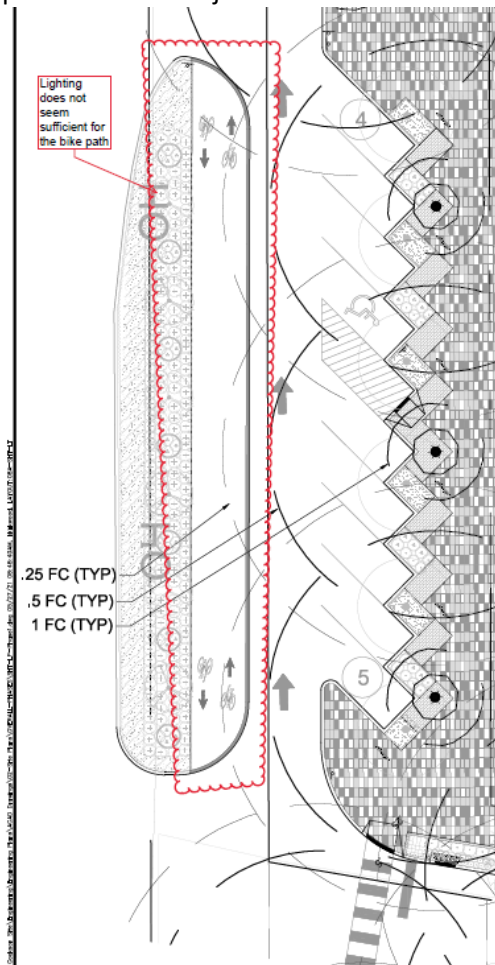
- For all driveways/garage access points, the driveways are flanked by curb and the driveway materials are carried across the sidewalk. We ask that the sidewalk be kept continuous across the driveways (in both material and level), both for accessibility reasons as well as to provide a visual cue to drivers that they are crossing pedestrian space, as is standard practice across Jersey City.
- For Phase I, this comment applies to both the Claremont Avenue garage entrance and Grant Avenue garage exit (Sheet 4A)





between the existing bike lanes on Mallory and Claremont east of Mallory, and the proposed 80 Water Street development.

- iii) As noted in Comment #3 below, there may be additional opportunities for bikeway treatments on streets internal to the development.
- iv) Consider shifting the Water Street bike lane to the east side of the street, between the sidewalk and proposed parking. This would be a safer configuration and provide better access to local bicycle parking, residences, and retail.
- e) Lighting Plan – the bike path north of Grant Avenue seems to have insufficient lighting in the current configuration (Sheet 8A). This would also be addressed if the bike lane shifted to a parking-protected lane adjacent to the sidewalk.



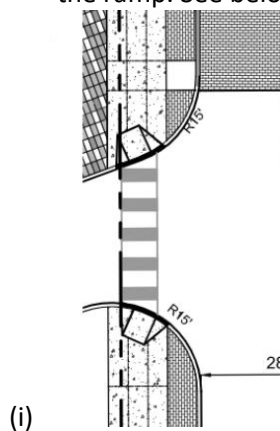
### 3) Cartway Widths

- a) The cartway widths throughout the development are wider than recommended for safe street design in urban contexts. The Division of Transportation Planning and Division of Traffic Engineering recommend 10' travel lanes, which are sufficiently wide to accommodate a variety of roadway users, while also encouraging safer speeds. We also recommend consideration of other traffic calming features that can be found in the Bikeway Design Guide.
- b) Grant Avenue is 24' curb to curb, which results in two 12' travel lanes, as there is not sufficient width for on-street parking. While there is not room for a full bike lane, advisory bike lanes or other traffic calming measures could be implemented.
- c) Greenwich Drive is 28' curb to curb, which would result in excessively wide 14' travel lanes. We would suggest utilizing the extra space for a bikeway. This could be designed at sidewalk level on the eastern side of the street for connection to the linear park.

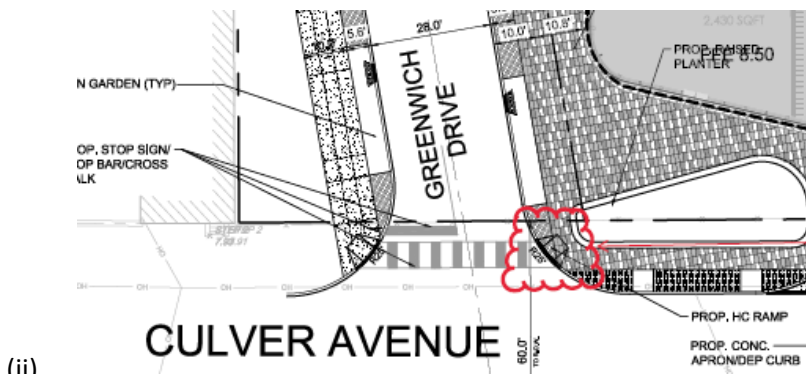
- d) Road A is 15' curb to curb for one direction of travel. A conventional 5' bike lane could be provided while still allowing 10' for vehicular travel.
- e) Water Street is 15' between the island and the outer edge of parking stalls. Please consider narrowing this lane and introducing traffic calming features to discourage speeding.

#### 4) Crosswalks and ADA Curb Ramps

- a) Please include ADA compliant ramps and crosswalks at all intersections. This includes locations where the project site meets public right-of-way (for example, crosswalks and ADA compliant ramps should be included to cross Claremont Avenue at Water Street and at Greenwich Drive, and to cross Culver Avenue at Greenwich Drive).
- b) High-visibility (retroreflective) continental crosswalk markings should be included at all crossings, including where there are raised intersections.
- c) With the increase in pedestrian traffic anticipated as a result of this development, as well as new open space with frontage on Mallory Avenue, we also request that pedestrian safety improvements be made at the intersection of Grant Avenue and Mallory Avenue, just north of the entrance to the new park space. This should include ADA compliant curb ramps, high-visibility crosswalk markings, and installation of rectangular rapid flashing beacons (RRFBs).
- d) As noted in Comment #1, we are suggesting a change to the design of the driveways that would eliminate the current accessibility issue by continuing the sidewalk across the driveways. If curbed driveways were to remain, ADA compliant ramps would need to be installed.
- e) The curb ramps depicted in the Civil plans do not always appear to be oriented to provide sufficient landing space fully within the crosswalk striping. Below is an example from the site plan (i).
- f) The curb ramp at the NE corner of Greenwich Drive and Culver Avenue appears to be obstructed by the location of the large planter. Please confirm appropriate space for ADA compliance at the top of the ramp. See below image on the right (ii).



(i)



(ii)

#### 5) Sidewalks/ Shared Use Paths

- a) The shared use path in the linear park is not of sufficient width for a mix of pedestrians and cyclists and different uses. The Bikeway Design Guide calls for a minimum of 10' and preferred width of 14' for off-street shared use paths. The current plans include a width of only 7'.

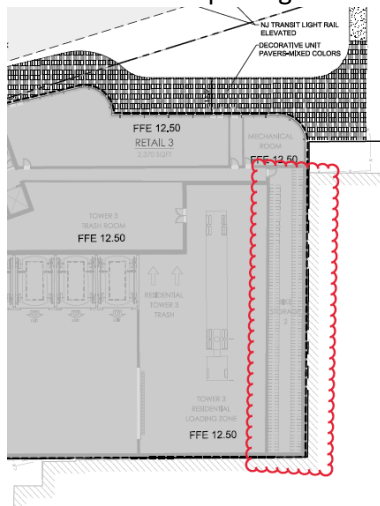




- b) Please provide testimony about the site's compliance with [New Jersey's Model Statewide Municipal Electric Vehicle \(EV\) Ordinance](#), published by DCA on September 1, 2021, in regards to electric vehicle and make-ready parking spaces.

## 8) Bike Rack Details

- a) Please confirm the total amount of indoor bicycle parking spaces for each of the three phases and in total. While the site plan appears to indicate that more bike parking will be provided in Phases 1 and 2 than are required, the number of bike parking spaces in the Phase 3 plan is not indicated.
- b) Please provide testimony regarding the access to each of the bike storage rooms, including consideration of placing access points at both ends of the especially long storage rooms.



- c) The site plans included bike rack details for a typical exterior bike rack, which is an acceptable style. Please provide details for the internal bike racks/ storage. Please note that racks should be of a design that allows for users to securely lock their bikes (at least the frame and back wheel).
- d) Given the scale of this development and the growing popularity of heavier e-bikes and cargo bikes, it is recommended to include sufficient bike parking that accommodates larger bikes (either floor-level or with lift-assistance if wall-mounted).

## 9) Citi Bike Station Opportunity

- a) While there is significant on-site bicycle parking, this area could benefit from a Citi Bike station to serve those wishing to use bike share instead of a personal bike. The Division of Transportation can provide contact information for coordinating the sponsorship of a new station with Lyft/Citi Bike.